

LANSING ORDERS SUSSEX INQUIRY

Consul Directed to Report
Also on Sinking of
the Englishman.

TO RAISE NEW ISSUE
WITH GERMANY

State Department to Act Promptly
if It Is Determined Vessels
Were Torpedoed.

(From The Tribune Bureau.)
Washington, March 25.—The State Department will act promptly and decisively toward Germany as soon as it has confirmation of the torpedoing of the Sussex or the Englishman, it was said on the highest authority to-day. A high Administration official admitted that if the reports received to-day are substantiated an issue will be raised comparable in gravity only to the Lusitania, the Arabic and the Ancona.

Consul Armstrong, at Bristol, reported to the department to-day that the Englishman had been torpedoed and that five Americans are missing. He did not give the source of his information, but it is supposed to have come from the British Admiralty.

The American Embassy in London sent a list of twenty-five Americans who were on the Sussex. The State Department has no information concerning the circumstances of the supposed attack on the Sussex.

Immediately on hearing of the attacks on the Sussex and the Englishman the State Department instructed consular officers near the scenes to investigate and report at once.

Besides these two cases, the destruction of the Dutch liner Tubantia and the attempt to torpedo the French steamer Patria are being investigated.

The Tubantia case is delayed, waiting the report of the Dutch government, which has been examining the wreck.

Patria Crew Saw Torpedo.

Affidavits from the officers and crew of the Patria are said to state that a torpedo was seen to pass near the Patria when she was off the coast of Algeria on her way to Lisbon and New York. Secretary Lansing is expected to ask the Austrian government for its version of the affair.

As the State Department views the Sussex and Englishman cases, Germany can offer no legitimate excuse if the reports at hand are substantiated. Both were unarmed, it is understood, and were playing their regular trade routes. The Englishman was bound for an American port, and could not therefore have been a government horse transport.

Count von Bernstorff has assured the United States that no unarmed vessels would be sunk without warning or without providing for the safety of non-combatants. In a recent communication he went further, and declared that armed vessels would not be attacked without warning unless they were "proved" to be armed.

In the face of this declaration any attempt by Germany to excuse the torpedoing of an unarmed vessel on the ground that she was thought to be armed would be inadmissible. The Administration will insist on this point, because it does not purpose to have the merits of the armed ship question discussed in connection with the destruction of unarmed vessels.

New German Policy Feared.

Officials are beginning to believe that Germany has initiated a new policy of sinking all enemy merchantmen on sight, without warning. This belief has given rise to alarm, as it is almost impossible to prove that a vessel was torpedoed when no submarine was seen. As a corollary to this belief, it is said that the retirement of von Tirpitz may have been due to his too great leniency, rather than because of his terrible losses, as was at first supposed. It appears on the face of developments of the last two weeks that Germany is pressing her submarine campaign more relentlessly than ever.

Following is Consul Armstrong's dispatch on the torpedoing of the Englishman:

"Dominion Line steamer Englishman torpedoed; time and place unknown. Survivors brought into northern British port thirty-three so far; believed saved sixty; more reported as possibly rescued, leaving shortage of eighteen.

"Following Americans were on board: Peter McDonald, horse foreman, 58 Cherry Street, Boston; P. Buckley and M. A. Burke, horsemen, addresses unknown here; George Macdonald, trimmer, 37 Common, Lawrence, Mass.

"Names are now included in list of thirty-three so far rescued.

"Englishman was bound for Portland, Me.; left Avonmouth 21st inst. Transported horses to St. Nazaire, France, for Northwestern Trading Company, New York. Was not on government business. No further particulars at present available Bristol."

Americans on the Sussex.

The text of the American Embassy's dispatch on the Sussex follows:

"Home Office informs me that following twenty-five American citizens whose names and ages are given, were passengers on the Sussex:

"Gertrude Wensick Warren, twenty-eight; Mrs. C. A. Pennell, thirty-one; Lillian D. S. Harde, forty-five; Edna S. Harde, forty-five; Samson, twenty-four; Henry Deer, fifty-five; Ada Deer, age not given; Edward H. Huxley, forty-two; Francis E. Drake, fifty; George Herbert Crocker, twenty-three; John H. Huxley, twenty-two; Charles Thomas Crocker, twenty-five; Joshua Dickinson Armistage, fifty-two; Edna Frances Hilton, twenty-two; Dorothy W. Phillips Hilton, thirty-seven; T. W. Culbertson, twenty-nine; Daniel Sargent, twenty-five; Edward Marshall, forty-seven; Edna Hall, thirty; J. M. Baldwin, fifty-five; Elizabeth F. Baldwin, twenty-four; Helen G. Baldwin, fifty-one; Alice W. Ruiz, thirty-eight; John H. Huxley, twenty-three; Gertrude W. Warren, thirty-three.

"Huxley and Drake are known to be safe in London."

Kaiser Going to Vilna, Petrograd Reports

London, March 25.—

Petrograd reports say that preparations are being made for the arrival of Emperor William in the near future at Vilna, where he is to supervise the direction of important operations.

Detectives from Berlin, it is added, have already reached the city to clear it of suspicious characters.

Says American on Sussex Was Blown to Pieces

Francis E. Drake Tells of Seeing Bow of the Sussex
Blown Away and Passenger Disappear—
Stories of Survivors.

(By Cable to The Tribune.)

London, March 25.—Francis E. Drake, European manager of the United States Rubber Export Company, of New York, to-day told of his experiences aboard the Sussex. Mr. Drake and Edward H. Huxley, president of the United States Rubber Export Company, were the first American survivors of the disaster to arrive in London, reaching here this afternoon.

"We left Folkestone with good weather and a moderate sea at 1:30 yesterday," said Mr. Drake. "At a few minutes after 3 o'clock, as I was standing just behind the bridge on the promenade deck, a terrific explosion shook the boat. A volume of water and masses of debris shot high in the air. The entire bow of the steamer was blown away and the wreckage was hurled back over the decks.

"For a few minutes intense excitement prevailed, but as the ship did not list or begin to settle the passengers became calm. They realized that the bulkheads were holding firm. Boats were swung out immediately. The second of these, after being loaded with about forty women and children, capsized. As near as we could find out only five of these were rescued.

Believes Fifty Were Lost.

"Those lost from this boat formed the larger part of the total loss, which I understand was about fifty."

"When the explosion occurred, Miss Elizabeth F. Baldwin, an American, living in Paris, was standing talking with Wilder Craze Penfield and another American whose name I don't know. They were just in front of the pilot house promenade deck. Practically all of the ship forward of where they stood was blown away.

"Miss Baldwin suffered injuries to the head, and was still unconscious when taken aboard a trawler nine hours later. Penfield's left leg was broken. He is now in the Marine Hospital at Dover. He is a medical student from Morton College, Oxford, and was on his way to join Dr. Joseph Blake's hospital corps in France.

"The third member of the group has not been seen since, and it is almost certain that he was blown to pieces; therefore I am positive that at least one American life was lost.

"Eventually all the boats put off and lay at a little distance from the Sussex. The wireless antenna was carried away, and it was impossible to call assistance. There was nothing to do but wait. Finally, when it became certain that the ship would not sink, those in the boats were taken aboard again.

"It was almost 12 o'clock at night when a trawler appeared. Immediately the transfer of passengers began. Before this was completed a British destroyer came up. The balance of us, about ninety, were taken aboard her. Those on the trawler were sent to Boulogne, while we were brought to Dover. Life preservers had not been distributed and no fear had been felt, as Channel shipping had been uninterrupted for so long.

Many Jumped Into Sea.

"After the shock of the explosion a number of people jumped into the sea,

which accounted for some of the casualties.

"I cannot say too much in praise of the British. When the destroyer appeared everything went like clockwork. They knew just what to do and how to do it. We certainly appreciated their kindness to us aboard the destroyer."

Mr. Huxley told a remarkable story of the manner in which the forward part of the Sussex was torn off at the captain's bridge. The remainder of the vessel was so little damaged, he said, that even the electric lights continued to burn.

Part of the Ship Torn Away.

"I was standing on deck, just aft of the captain's bridge, chatting with Mr. Drake," he said. "I had just looked at my watch and it was 3:05 p. m., when suddenly there was a muffled explosion. The whole forward part of the ship seemed to rise in the air and was torn away completely from the rest of the steamer. The forward part of the Sussex was torn off at the captain's bridge. The remainder of the vessel was so little damaged, he said, that even the electric lights continued to burn.

For a short time there was pandemonium. Shrieks of women mingled with cries of the wounded. Some fifteen or twenty persons were drowned by jumping overboard.

"The passengers did everything possible for the wounded on board the Sussex. The American woman doctor did fine work, and Mr. Penfield, although suffering from a badly shattered leg, directed the first aid for others. His heroism was magnificent. He is now among the injured in the Dover hospital.

Lights Not Extinguished.

"It is remarkable, I think, that the electric light plant was not put out of commission and that there was steam up on the vessel all the time. The engines working the propellers, however, were out of commission. That the after part of the Sussex did not fill was probably due to the fact that many mail bags were piled against the bulkheads when the mail was put on board, the bulkheads thus being reinforced."

Samuel P. Bemis, of Medford, Mass., a passenger on the Sussex, said he saw, plainly and unmistakably, the wake of a torpedo coming toward the steamer. Mr. Bemis, who is a Harvard research man, said:

Saw Many Persons Killed.

"The moment it reached us there was a terrible explosion. Many persons were blown into the water. I saw some killed before my eyes.

"Rafts and boats were lowered. I climbed upon a raft. Some persons were drowned about me. I was picked up by a lifeboat. Many persons were injured."

Charles Crocker, an American, who was on the Sussex, said:

"I couldn't say personally, but I heard the captain of the Sussex say he saw a torpedo coming, and that he shut down one engine, which resulted in the vessel being hit in the bow instead of amidships. Members of the crew also said that the vessel was torpedoed."

Fort Wright Men Depart.

Fort H. G. Wright, N. Y., March 25.—The men of the hospital corps of the New London Coast Artillery district, in charge of Major James L. Bevans, medical surgeon at Fort Wright, left today for Fort San Houston, Tex.

WILSON'S FRIEND ABOARD SUSSEX

Professor Baldwin About
to Write Book on
the War.

NOTED AS AUTHOR
ON PSYCHOLOGY

No Word Received by Rubber
Company from Edward
Huxley.

Professor J. Mark Baldwin, who with his daughters, Elizabeth F. and Helen G. Baldwin, was among the American passengers on the Sussex, is an intimate friend of President Wilson. Professor Baldwin, whose books on psychology had won him a world-wide reputation, was about to publish a book on the war.

Professor Baldwin was born at Columbia, S. C., in 1861, was graduated from Princeton in 1884, and in 1890 the first honorary degree in science ever given by Oxford was conferred upon him. He was professor of psychology at Princeton from 1893 to 1903.

From 1903 to 1909 Professor Baldwin was associated with Johns Hopkins University. Since that time he has been professor in psychology at the National University of Mexico, returning to his Baltimore home after the outbreak of the latest troubles in Mexico.

Professor Baldwin has divided his time between Baltimore, Washington, New York and Paris. While in Washington he has been a guest of the President on numerous occasions. His intimacy with President Wilson and the fact that he is credited with being in communication with him while in Paris lead to the belief that he may have been seeking information for official use here while acting in a private capacity.

Officers of the United States Rubber Export Company, which handles the export business of the United States Rubber Company, with offices here, said yesterday they had received no word from Edward Huxley, president of the export company, who was rescued from the steamship Sussex in the English Channel.

Mr. Huxley left this city in January on a business trip to England and the Continent. He was not accompanied by his family, and officers of the company said they knew the names of no other Americans on board the Sussex except Francis E. Drake, mentioned in

cable dispatches as rescued with Mr. Huxley. Mr. Drake lives in London. Mr. Huxley's home is in Englewood, N. J.

Wilder Penfield's home is in Hudson, Wis. He won a Rhodes scholarship at Oxford from New Jersey in 1915.

The Miss Barnes mentioned among the Americans on the Sussex is believed to be Miss Gertrude L. Barnes, of New York. Miss Barnes sailed for Europe on the Holland-America liner Nieuw Amsterdam on February 29.

Edward Marshall, who has been connected with various American journals and news syndicates in an editorial capacity and as European correspondent, has been in Europe for several months, engaged in the writing of war correspondence for newspapers in this country. He is a New Yorker.

T. W. Culbertson left Pittsburgh two weeks ago to join the American ambulance corps in France. He was a Princeton graduate of 1913 and a son of the late J. D. Culbertson, a leading manufacturer of this district.

FIFTY LIVES LOST ON THE SUSSEX

Continued from page 1

send out a wireless call for help, but this was impossible, as the apparatus had been destroyed, and siren calls were sent out instead. Meantime all those aboard the vessel made preparations to save themselves. Life belts were hastily strapped on by the passengers, while the crew were busy lowering the lifeboats. The number of these boats, unfortunately, was insufficient, and when they became filled there was nothing else to do but stay on the Sussex. The deafening noise of the ship's siren and the confusion among the crew and passengers added to the difficulties.

"The sea became rougher and rougher, but before long the warning sound from the ship's whistle brought aid, and in the end there were fifteen craft of all kinds surrounding us, picking up the survivors and rendering aid."

American Woman Injured.

"Among the passengers was an American woman, Mrs. Hillock (probably Mrs. Hillock, whose name appears in the official list). She was with her daughter, and she suffered a fractured leg. After receiving first aid treatment at Boulogne, she was put on a train for Paris."

Most of the victims, it is stated, were French women. About twenty, it is said, were killed by the explosion which wrecked the vessel. They were in the women's and children's saloon forward, where the vessel was hit. A single, narrow companionway led from this saloon. There were only five private cabins on the boat, four on the deck and one between decks, hence the public saloons were crowded. These crowded saloons always are full, because there are only three crossings each way weekly.

The officers of the Sussex warned the passengers quickly not to be alarmed, but a number of persons, mostly women, are said to have jumped overboard. Some were drowned and others, with life preservers, were picked up after considerable delay, in a few cases as much as four hours later.

About fifty passengers arrived at the Gare du Nord, at Paris, at 12:15 this afternoon. Many of them were handicapped.

Two Americans are supposed to have

been killed, but nothing so far has been learned as to their identity. One American at the station who would not give his name said he had seen a torpedo coming toward the Sussex. He added:

"There was no warning from the submarine. The Sussex after being struck sent out distress signals. In ten minutes ten British torpedo boats had responded to the signals and were steaming quickly to aid us."

Donald Harper, an American lawyer in Paris and a member of the firm of Boardman & Platt, of New York, was a fellow passenger of Mrs. D. W. Hilton, one of the survivors of the Sussex, from New York, on the steamer Rotterdam. Mrs. Hilton, said Mr. Harper, who arrived in Paris on Wednesday from England, was much concerned over the possibility of the Rotterdam being torpedoed.

"Among my fellow travellers on the Rotterdam," said Mr. Harper to-night, "were coming to France. Some of them told me that they intended to take the Sussex yesterday. I could not wait, so I took Wednesday's boat."

"Among those who intended to take the Sussex were Mrs. Hilton and her daughter, Miss Edna Hilton; W. Gould Brookway, of New York, and Mrs. S. Van Rensselaer, of New York, and her three daughters, the Misses Alice, Julia and Mary, of Boston."

"Mrs. Hilton expressed much concern to me on board the Rotterdam over the possibility of the ship's being torpedoed."

Mrs. Hilton, it became known on February 22, received an anonymous letter calling attention to the new German submarine policy against armed ships which went into effect March 1, and warning her not to embark on the French liner Espagne, scheduled to sail from New York for Bordeaux on February 24. Several other prospective passengers of the Espagne also received letters of warning. All the letters were typewritten and bore no date, address or signature.

The sailing of the Espagne was delayed until February 28, when she sailed for Bordeaux with only five passengers aboard. The Espagne arrived safely at Bordeaux March 9.

Sussex Captain Saw

Torpedo Drive at Vessel

London, March 25.—The United States Embassy has forwarded to the State Department affidavits from Edward H. Huxley and Francis E. Drake concerning their experiences on the Sussex. Neither Mr. Drake nor Mr. Huxley saw any sign of a torpedo, but they declared the captain of the vessel told a number of survivors that he saw a torpedo coming toward his vessel and that he threw the helm over almost in time to avoid it.

According to official information from the Admiralty, between ninety and one hundred passengers of the Sussex were landed at Dover, and about 250 passengers and members of the crew in France.

There were six Americans among the seventy survivors of the Sussex who reached Dover to-day on a British de-

stroyer. The majority of the survivors agree with the opinion of the French Admiralty that the Sussex was torpedoed by a submarine.

The Americans landed at Dover were Francis E. Drake, Edward H. Huxley, Edward Marshall, Charles T. Crocker, George H. Crocker and Wilder G. Penfield. G. H. Crocker and Mr. Penfield are in a hospital with fractured skulls.

The American survivors reported that Mrs. D. W. Hilton, T. W. Culbertson and Daniel Sargent had been rescued. Dispatches from Boulogne report the safe arrival there of John H. Huxley and Samuel S. Bemis.

Miss Elizabeth Baldwin was killed by the explosion, according to those arriving at Dover, who state also that Miss Edna Hilton is missing.

Nothing has been heard of the other twelve Americans who were aboard the Sussex. However, as a great majority of the rescued passengers were landed at Boulogne it is possible they may be among them.

It is estimated officially that the loss of life will reach fifty. These were either killed by the explosion or drowned when one of the lifeboats capsized. Two passengers, a man and a woman, both Belgians, died in a hospital at Dover, who state also that

It had been erroneously reported that Robert W. Bliss, secretary of the United States Embassy at Paris, and his wife were aboard the Sussex. They are still in London.

Miss Baldwin Severely Hurt.

Miss Baldwin's father and mother also were on board the vessel. All have been taken to Boulogne. In addition to other injuries, Miss Baldwin's leg was broken.

Miss Alice Ruiz, of Colorado, and Wilder Penfield, of Merion College, Oxford, are other Americans who were saved.

The Charles T. Crocker mentioned in the list of Americans on the Sussex is Charles Thomas Crocker, of New York, and San Francisco. Mrs. Hilton is a daughter-in-law of a United States judge. Mr. Sargent is a Harvard man, and Mr. Culbertson is a Princeton man.

The American Embassy issued a notice to-day asking American survivors who have reached England to report themselves. The Sussex was towed to Boulogne to-day. No evidence has been obtained to indicate whether she was struck by a mine or a torpedo, but officials believe a submarine was responsible.

Believe a Submarine Was Responsible.

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Of sheer batiste, V or round neck, hand embroidered in a variety of designs. 2.95
- Philippine Envelope Chemises
Hand made, of sheer batiste, hand embroidered in a variety of designs; ribbon trimmed. 2.95
- Philippine Hand Made Chemises
Of sheer batiste, hand embroidered in various designs; ribbon trimmed. 2.45

Sport Apparel Shop

For Women and Misses—Fourth Floor.

- Wool Jersey Sport Suits
In blue, cherry, rose, white or gold wool jersey; long Norfolk coat, button front flare skirt. 34.50
- "Khaki Kool" Silk Sport Suits
A new washable silk fabric in white with green, lavender, rose or gold stripes; sash belted coat, flare skirt with deep fold. 39.50

Women's Shoe Shop

Third Floor.

- Hand Sewed Pumps
Of pearl or gray kid; of all white or black and white washable kid; of Havana brown, black or patent kid; of white washable kid with blue kid back. 7.00
- High-laced Spring Boots
Of white washable kid; of black kid with white calf top; of Havana brown kid; of sand color kid; light welted soles and Spanish heels. 8.50

Women's Hosiery Shop

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- Richelieu Ribbed Silk Hose
Of pure thread silk in black, white, gold, silver, pink, sky, navy, bronze or taupe; lisle sole and garter top. 3 pair for 2.75 .95
- Silk Hose, Hand Emb'd Clox
Of pure thread silk, in black, white, gold, silver, pearl, ivory, champagne, brown or navy, with self or contrasting color plain or novelty clox. 3 pair for 3.90 1.35

Women's Knit Underwear Shop

Store Floor.

- Glove Silk Envelope Chemises
"Parfait" make, embroidery and lace top, ribbon and flower trimmed, lace shoulder bands. 1.95
- Glove Silk Combinations
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Hand crocheted front